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Northern Guide.

LAKE GEORGE,
LAKE CHAMPLAIN,
MONTREAL AND QUEBEC,
GREEN AND WHITE MOUNTAINS,
AND
WILLOUGHBY LAKE,
WITH
Maps and Tables of Distances.

BY Z. THOMPSON,
Author of History and Gazetteer of Vermont.

BURLINGTON:
PUBLISHED BY S. B. NICHOLS.
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LAKE GEORGE.

EIGHTEEN miles from Saratoga Springs, on the way to Lake George, are *Glens Falls*. These are a considerable curiosity. The fall in the Hudson is about fifty feet, which affords a vast amount of water power. The Plank Road from Moreau to Lake George and the Saratoga and Whitehall Railroad crosses the Hudson at these falls. The *Glens Falls Feeder*, 11 miles long, connects the river above the falls with the Champlain Canal near Sandy Hill. The road from Glens Falls to Caldwell, at the head of Lake George, passes near *Bloody Pond*. This is near the place of action between Col. Williams and Gen. Dieskau, in 1775, and into this pond were thrown the bodies of those killed in the battle. Hence its name.

Caldwell is delightfully situated at the south-west end of the lake, and contains about two hundred inhabitants.

The *Lake House* and United States Hotel at this place are much resorted to in summer by travellers and parties of pleasure. A steamboat plies regularly between this place and the outlet of the lake at Ticonderoga. Near Caldwell village, at the south end of the lake, are the ruins of Fort Wm. Henry, and about a mile further to the south-east are those of Fort George.

Lake George is so nearly connected with Lake Cham-

plain, both locally and historically, as to be as a part of it. It was visited by Champlain, in 1609, and it might appear doubtful, from his own statement, whether it was not to this lake that he gave his own name. Succeeding French writers, however, confined the name of Champlain to the larger of these lakes, and called this *Lake St. Sacrament*, on account of the purity of its waters. The Indian name is said to have been *Horicon*. Mr. Spafford in his *Gazetteer of N. Y.*, says that the natives called it *Canideri-oit*, or the *tail of the lake*, on account, probably, of its connexion with Lake Champlain.

Lake George is 36 miles long and from 2 to 3 miles wide, and is elevated 243 feet above the tide waters of the Hudson. The scenery around this lake is very much admired. The most interesting points of view are said to be at Fort George, at a place north of Shelving Rock, 14 miles, and at Sabbath Day Point, 24 miles, from the head of the lake. The last view is taken southward ; the others towards the north. This lake abounds with small and beautiful islands. among the most important of which are Diamond Island. Tea Island and Long Island. Roger's Rock or Slide, and Anthony's Nose, the former on the west and the latter on the east side, are two precipices worthy of note. Howe's Landing, just behind an island at the outlet of the lake, denotes the spot where the unfortunate expedition of Abercrombie landed, and derives its name from Lord Howe, who accompanied and fell in that expedition, in 1758.

This lake has been the scene of several important battles. One which has been generally known as the *Battle of Lake George*, was fought at the head of the lake in 1755, between the French under the Baron Dieskau and the English under Sir Wm. Johnson. Dieskau attacked the

English in their encampment, but was defeated and slain. The loss of the English was 130 slain and that of the French about 700.*

The most shocking transaction in the vicinity of this lake, was the *Massacre* at Fort William Henry in 1757. A British and provincial army having been collected at Ft. Edward and Ft. Wm. Henry under Gen. Webb, for the reduction of the French works on Lake Champlain, the French sent a large army up the lake under Gen. Montcalm, for their defence. Gen. Webb, then at Fort Wm. Henry, learning from Maj. Putnam that this force had entered Lake George, returned immediately to Fort Edward, and the day following sent Col. Monroe with his regiment to reinforce the garison at the lake. The day after Munroe's arrival the French appeared at the fort, laid siege to it and demanded its surrender. The garrison, consisting of 2500 men, defended themselves with much bravery for several days, with the expectation of succor from Fort Edward. But as none came, Munroe was obliged on the 9th of August to capitulate. By the articles of capitulation all the public property was to be delivered to Montcalm, and the garrison were to march out with their arms and baggage, and to be escorted to Fort Edward; on condition of not serving against the French within the period of eighteen months.

The garrison had no sooner marched out of the fort, than a scene of perfidy and barbarity commenced, which it is impossible for language to describe. Regardless of the articles of capitulation, the Indians attached to the French army, fell upon the defenceless soldiers, plundering and murdering all that fell in their way. The French officers

See Thompson's Vermont, part II. page 8.

were idle spectators of this bloody scene ; nor could all the entreaties of Monroe persuade them to furnish the promised escort. On that fatal day about 1500 of the English were either murdered by the savages or carried by them into captivity never to return.

The day following these horrid transactions, Major Putnam was despatched from Fort Edward with his rangers to watch the motions of the enemy. He reached Lake George just after the rear of the enemy had left the shore, and the scene which was presented he describes as awful indeed. “ The fort was entirely destroyed ; the barracks, out-houses and buildings were a heap of ruins—the cannon, stores, boats and vessels were all carried away. The fires were still burning—the smoke and stench offensive and suffocating. Innumerable fragments of human skulls, and bones and carcasses half consumed, were still frying and broiling in the decaying fires. Dead bodies mangled with scalping knives and tomahawks, in all the wantonness of Indian barbarity, were every where to be seen. More than 100 women, butchered and shockingly mangled, lay upon the ground still weltering in their gore. Devastation, barbarity and horror every where appeared ; and the spectacle presented was too diabolical and awful either to be endured or described.”

LAKE CHAMPLAIN.

THIS Lake, on account of the beauty and variety of its scenery and its historical incidents, is one of the most interesting bodies of water in North America. It was discovered by Samuel Champlain, on the 4th of July, 1609. Having founded the colony of Quebec in 1608, in June, 1609, he, with a number of French and Indians, proceeded in a shallop, up the St. Lawrence and river Iroquois, now Richelieu, till stopped by the Chambly rapids. From this place he determined to proceed in Indian canoes, but the Frenchmen manifested great reluctance and only two could be persuaded to accompany him. With these and about 60 of the natives, having transported their canoes by the rapids, he embarked, on the 2d of July, and, proceeding southward, on the 4th of July entered the lake. Champlain and his party proceeded along the west shore, advancing by water during the night and retiring into the forests by day, to avoid being discovered by the Iroquois, between whom and the Canada Indians a war was then carried on. As they drew near the enemy's country they proceeded with great caution, but, on the 29th of July, in the evening, they fell in with a large war party of the Iroquois. Both parties drew up to the shore, and the night was spent in preparation for battle, and in singing and taunting each other. In the morning an engagement took place, but the Frenchmen being armed with muskets, it was decided in favor of Champlain and his party, a large number of the

Iroquois being slain and several taken prisoners. With these they returned immediately to their shallop. Champlain says that this battle was fought in Lat. 43° and some minutes, and the place is supposed to have been on the west shore of Lake George. The present name of Lake Champlain was given by its discoverer during his first visit, as he informs us in his Journal. He was not drowned in its waters, as has been sometimes said, but died at Quebec in 1635. One of the Indian names of this lake was *Petawa-bouque*, signifying alternate land and water, in allusion to the numerous islands and projecting points of land. Another is said to have been *Caniaderi-Guarunte*, signifying the mouth, or door of the country. If so, it was very appropriate, as it forms the gate-way between the country on the St. Lawrence and that on the Hudson. In more recent times the Indians called it *Corlear*, in honor of a Dutchman, who saved a war party of Canada Indians from being destroyed by the Mohawks in 1665.

EXTENT.—Lake Champlain is usually regarded as extending from Whitehall to St. Johns, being 120 miles in a right line from south to north. Sometimes it is regarded as terminating towards the north at *Ash Island*, four miles beyond the United States Line, and the early French writers marked its termination towards the south at Ticonderoga. The width of the lake varies from *one-fourth* of a mile to about 13 miles, with a mean width of perhaps 4 miles, and covering an area of about 500 square miles. It receives the waters drained from about 7000 square miles. Its depth is in general sufficient for the navigation of large vessels. This lake is now connected by canals with the navigable

waters of the Hudson and the St. Lawrence, and by railroads with New York, Boston, Montreal and Ogdensburgh.

NAVIGATION.—The first Steam Boat built on this lake commenced running in 1809. The *line* Boats have always been favorably known to travellers either for business or pleasure, for the manner in which they have been managed—their neat and orderly appearance—obliging and attentive officers, and efficient crews. At present there are daily lines to and from Whitehall and Rouse's Point, stopping at intermediate places and connecting with the various Railroads—also numerous Ferry Boats, Propellers and Tow Boats, besides more than 300 Sloops, Canal Boats, Barges, &c.

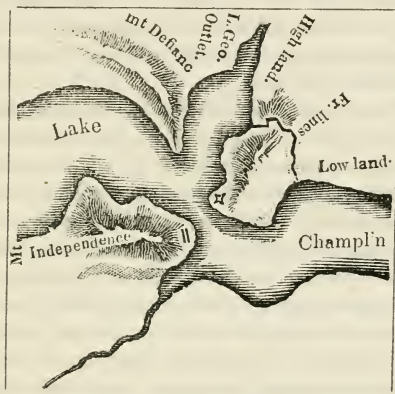
Champlain Canal connects the navigable waters of the Hudson with Lake Champlain. It is 64 miles long, 40 feet wide at the top and 28 at the bottom, with a navigable *feeder* at Sandy Hill 11 miles long. It has 21 locks, 14 by 90 feet. Rise from the Hudson, 134 feet, fall to the lake, 54 ; was begun in 1816, finished in 1819, and cost \$1,079,872. The route of this canal is interesting on account of its passing through a section of country rendered memorable by important military operations. It passes in part along the line of Burgoyne's advance from Lake Champlain—near the scene of his principal battles—and of his final surrender. It passes near Fort Miller—Fort Edward—and Fort Anne—the spot where Miss M'Crea was murdered—the tree to which Gen. Putnam was bound in 1757, &c.

WHITEHALL is situated at the junction of the Champlain Canal with the lake. It contains about 2500 inhabitants,

a Presbyterian, an Episcopal and a Methodist church, a bank, &c. It is a great thoroughfare of travel and merchandise, is a place of considerable business, and is fast improving in appearance and comfort. Before the revolution Major Skeene resided here, and the place was for some time known by the name of Skeenesborough. The Indian name of this place is said to be *Kah-sha-quah-na* or *place where dip fish*. At this place steamboats arrive and depart daily during the continuance of the navigation, forming a connected line with the Whitehall and Saratoga Railroad. From here to Ticonderoga the lake is very narrow, averaging less than a mile. The widest place is about two miles, against the south part of Orwell. At Shole's Landing, 1 mile south of Mount Independence, the width is only forty rods. Half a mile from Whitehall is what is called the *Elbow*, a short turn in the lake occasioned by the projection of a rocky point from the west. It is with considerable difficulty that large boats pass it on account of the narrowness of the channel. To avoid delay the Railroad is continued to the north end of the village to a Steam Boat landing north of the Elbow, where boat passengers take or leave the cars. Half a mile further north *South Bay* opens to the southwest.

TICONDEROGA.—This is an Indian word signifying noisy; and was applied by the natives to the falls in the outlet of Lake George. It was afterwards applied to the fortifications on the peninsula at the outlet, and now to a village two miles up the outlet and to the township in which they are situated. *Fort Ticonderoga* occupies a conspicuous

place in the military operations in this neighborhood. Its situation may be seen by the following diagram.



The French first established themselves here in 1775, and in the course of two or three years had erected works, which they named *Fort Carillon*, and which, with its natural advantages, rendered it a place of considerable strength.

Abercrombie's Defeat.—In 1758, the English had collected an army of 16,000 men, at the head of Lake George for the purpose of reducing the French works on Lake Champlain. At the head of these Gen. Abercrombie embarked at Fort Wm. Henry on the 5th of July, and proceeded down the lake in 900 batteaux and 135 whaleboats. He landed at the lower end without difficulty. As they advanced towards the French works, they had frequent skirmishes with the enemy, by which their progress was retarded and in one of which the gallant Lord Howe was

killed. The English columns at length became so much embarrassed and broken on account of the thickness of the woods, that Abercrombie deemed it prudent to march back to the place where he had landed in the morning, and there encamped for the night.

The French works were protected on the only assailable ground by a line of breastworks and garrisoned by 6000 men, and, as a reinforcement of 3000 men was on its way to join them, Abercrombie was anxious to get possession of the works before it should arrive. He, therefore, the next morning led forward his men in regular order and with undaunted firmness, and commenced an immediate assault upon the French lines. The enemy opened upon them a well directed fire from their artillery, but the English continued to advance undismayed till they became completely entangled and stopped by the trees and bushes, which had been felled to impede their approach. For four hours they strove to cut their way through these with their swords, but without success. All this time they were exposed to the deadly fire of the enemy, who were completely sheltered by their breastworks. The numbers of the assailants continually diminishing, and no prospect of success appearing, Abercrombie thought it most prudent to retreat, and accordingly led back his shattered army to their former encampment without being pursued or molested by the enemy. The English lost in this encounter, in killed and wounded, nearly 2000 men and 2500 stand of arms. The next year this post was abandoned by the French and was taken possession of by the English under Gen. Amherst

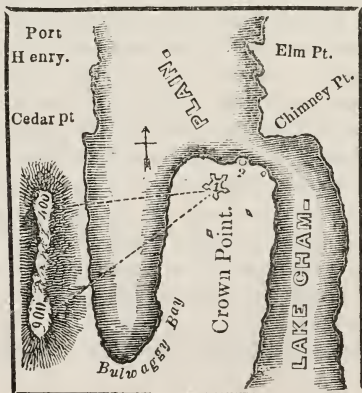
without any fighting, by whom the works were repaired and strengthened.

Ticonderoga during the Revolution.—Ticonderoga was our first trophy in the war for Independence. It was taken by surprise by Ethan Allen at the head of 83 men, mostly Green Mountain Boys, in the morning of the 10th of May, 1775, who demanded its surrender “*in the name of the Great Jehovah and the Continental Congress.*” It remained in possession of the Americans till the advance of Burgoyne through the lake in 1777. The Americans at this time occupied Ticonderoga and Mount Independence, on the opposite side the lake, where they had some small batteries. These posts were connected by a floating bridge 80 rods long and 12 feet wide. Burgoyne first took possession of *Mount Hope*, situated about a mile to the northwest of Ticonderoga. *Mount Defiance*, situated at the southwest, completely commanded the American works, being 80 feet above them, but was supposed to be of so difficult access as to prevent any attempt of the British to plant cannon upon it. But in this they were mistaken; for on the 5th of July the British had taken possession of this mountain, and had commenced the erection of a battery. The American General St. Clair immediately called a council of officers, by whom it was agreed to abandon the post at Ticonderoga and Mount Independence and retreat to the south, which was carried into effect before the next morning. The British then took possession and held it till the close of the war.

From Ticonderoga to Crown Point the width of the lake

varies from 1 to 2 miles. In this distance are two or three landing places, all on the east side.

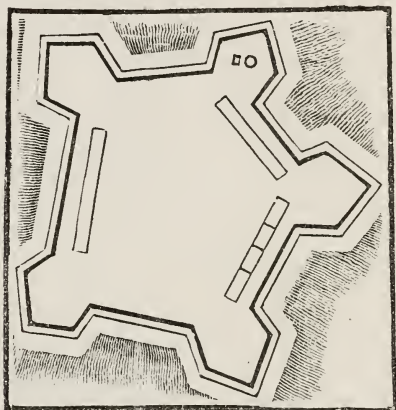
CHIMNEY POINT, the landing place opposite to Crown Point, is in the south western corner of the town of Addison. Here the French commenced their first settlement upon the lake in 1731. When Crown Point fell into the hands of the English in 1759, this settlement was abandoned, and the remains of the chimneys, which they had erected in their huts, probably suggested to the first English settlers the name of *Chimney Point*. The *stone windmill*, mentioned by Kalm, as being one or two musket shots to the east of Fort Frederick, and as having 5 or 6 small cannon mounted in it in 1749, and which has been supposed to have given name to this point, was most probably at the place opposite, marked by the ruins of what is called *Grenadier's Battery*.



CROWN POINT.—The French first established themselves here in 1731, and erected a fort which they called *Fort St. Frederick*, from Frederick Maurepas, the French secretary of state. At this place the French kept a garrison, and from it, during the colonial wars, sent out their parties of French and Indians to destroy the frontier English settlements, and massacre the inhabitants. When Kalm visited this place in 1749, there was considerable settlement around the fort, with well cultivated gardens. Within the fort was a neat little church. The fort was built upon the brow of a steep bank of the lake, but a short distance from the water, and the remains of its bomb-proof covered way, ovens, &c., are still to be seen, though in a very dilapidated state. Its place is indicated by figure 2, in the cut. The small circle to the southeast of this denotes the site of Grenadier's Battery, and the two small parallelograms to the southwest of the latter place, the situation of two strong redoubts.

On the approach of the British army under Gen. Amherst in 1759, the French abandoned this fort and retired to the north end of the lake. Amherst took immediate possession, but instead of repairing the old works, began a new fort, which was called *Crown Point*, about 200 yards to the southwest, on higher and more commanding ground. This fort was never completed, as is evident from an examination of the ditch, glacis, &c., at the present day, although it has been said that the British government expended here no less than £2,000,000 sterling. The position of the several works may be understood by the preceding diagram,

and the form and size of the English fort by the following diagram and description.



The ramparts are about 25 feet thick, and from 15 to 25 in height, and are riveted with solid masonry. The curtains vary in length from 52 yards to 101 yards, and the whole circuit, measuring along the top of the rampart, including the bastions, is 853 yards, or 27 yards less than *half a mile*. Within the fort were four large stone buildings, designed for barracks and other uses, one of which is now wholly removed, and another 287 feet long, is mostly thrown down. The walls of the other two, being, one 192 and the other 216 feet long, and two stories high, are nearly entire. These were used as barracks, are built of solid masonry with chimneys, and the stones for their construction appear to have been taken from the ditch, and

the chips used for levelling up the slope of the glacis. In the northeastern bastion is a large well, said to be 90 feet deep, and from this bastion was the descent to the covered way or underground communication with the lake. The walls of this covered way have fallen in, so as to render it impassable, but it may be traced through its whole length by a depression along the surface of the ground. This fort was taken by surprise by a party of Green Mountain Boys, under Seth Warner, on the same day that Ticonderoga surrendered to Ethan Allen.

The width of the peninsula upon which these works stood is one mile, and is in no part much elevated above the site of the principal fort, but there is a considerable mountain on the west side of Bulwagga Bay, the nearest summit of which is only $1\frac{3}{4}$ miles from the fort and elevated 400 feet above it. The highest is distant $2\frac{3}{4}$ miles and elevated 900 feet. The whole peninsula is made up of dark lime stone covered in most parts with only a slight depth of earth, so that works upon it cannot be assailed by regular advances. The width between Crown Point and Chimney Point is only about half a mile. From Crown Point to Split Rock the average width of the lake is about $3\frac{1}{2}$ miles.

PORT HENRY is $1\frac{1}{2}$ miles from Crown Point Fort and a little north of *Cedar Point*. Here is a good landing place, and here are the works of the Port Henry Iron Company. There is a ferry between this place and Chimney Point.

WESTPORT, the next landing place on the N. Y. side, is situated on Northwest Bay. It is a thriving village of about 600 inhabitants. A horse ferry boat plies between this place and Basin Harbor.

BASIN HARBOR, one of the best on the lake, is in the town of Ferrisburgh, Vt., and is 5 miles west from the city of Vergennes, and is the landing for it.

FORT CASSIN, 3 miles north of Basin Harbor and on the north side of the mouth of Otter Creek, was formerly a landing place of passengers for Vergennes. It is 8 miles from the city of Vergennes, where Macdonough's fleet was fitted out, with which he gained his victory. Fort Cassin takes its name from Lieut. Cassin of the navy, who with a small breast work at this place, and less than 200 men commanded by himself and Capt. Thornton, of the artillery, on the 14th of May, 1814, repulsed a large British force in an attempt to enter the creek for the purpose of destroying the American flotilla before it should be ready for service.

SPLIT ROCK has been regarded as one of the greatest natural curiosities on the lake, and is one which did not escape the notice of the earliest French explorers. *Rocher Fendu* occupies a conspicuous place on Charlevoix map of 1744. The part detached contains about half an acre, rises about 30 feet above the water, is covered with bushes and is separated about 12 feet from the main rock. Some have supposed the chasm to have been produced by the breaking off of the promontory in consequence of being undermined by the lake, or by some great convulsion of nature. But the slightest examination shows that the rocky point was here originally crossed by what geologists call a dike, the materials of which have been washed out, forming a chasm in the more solid rock through which the lake flows when high. The chasm, instead of being unfathomable, as some have represented, is so shallow, that no water flows through

when the lake is low. A few rods south of Split Rock stands a light house. The width of the lake between Split Rock and Thompson's Point is only about a mile. From this place the width of the lake increases towards the north, and at *McNeil's Ferry*, between Charlotte landing, and the village of Essex, it wants 20 rods of three miles. This is one of the oldest and best ferries across the lake. The passage is by a small steamboat called the *Boquet*. Just north of Charlotte landing is the delightful residence of Charles McNeil, Esq.

Essex is a pleasant village, containing about 600 inhabitants. From this place the width of the lake increases as it flows north, and at Burlington amounts to about 10 miles ; and here is the greatest expanse of water uninterrupted by islands. On the way from Essex to Burlington, are passed the Four Brothers, (lying at some distance,) Juniper Island and Rock Dunder on the left, and Pottier's Point and mouth of Shelburn Bay on the right.

FOUR BROTHERS are four small islands lying about 7 miles south-west from Burlington, and being out of the usual line of navigation, they are resorted to by gulls and other water-fowl for the purpose of raising their young. On Charlevoix map of 1744, they are called *Isle de quatre Vents*.

JUNIPER ISLAND lies about 3 miles south west from Burlington—is composed of slate rock, with precipitous banks about thirty feet high, and covered with about a dozen acres of good soil. A light house was erected here in 1826.

ROCK DUNDER is a solitary rock rising out of the water between Juniper Island and Pottier's Point to the height of about thirty feet.

POTTIER'S POINT is $2\frac{1}{2}$ miles nearly south from the landing at Burlington and at the mouth of Shelburn Bay. On the east side of this point, just within the bay, is a ship yard, called the *Harbor*. It is three miles from the steam boat landing in Burlington, and although situated in the township of Shelburn, may be regarded as the Burlington shipyard. Here several of the large steamboats have been built and they are usually laid up here during the winter.

Through the greater part of the passage from Ticonderoga to Burlington, the traveler has a fine view of the Green Mountains in Vermont, stretching along at the east, particularly of the *Camel's Hump*, and the *Nose* and *Chin* of the Mansfield Mountains, lying further north.

BURLINGTON.

BURLINGTON is situated nearly midway between Whitehall and St. Johns. It is the most important town on Lake Champlain, is a port of entry, and by recent arrangements between our government and Great Britain, is made one of the two ports (Plattsburgh being the other) on Lake Champlain, at which merchandize sent from England through the United States into Canada is entered for inspection and exportation. The village of Burlington is not surpassed in beauty of location by any town in New England. It occupies a gentle declivity terminated on the west by the

lake. The principal streets running east and west are one mile in length, and these are crossed nearly at right angles



by others running north and south, cutting the whole village into regular squares. The village contains nearly seven thousand inhabitants, and is steadily advancing in wealth and population. It is the seat of the University of Vermont which is a flourishing institution, having a well selected library of about 8000 volumes, a very good chemical and philosophical apparatus, and a respectable cabinet of natural history. Besides the university buildings, the village contains eight churches, a court house and jail, a public high school, a female seminary, four banks, five printing offices, seven hotels and taverns, and about sixty stores, four of which are bookstores. There are three lines of railroads, by each of which trains arrive and depart twice or more daily, excepting Sundays. During the con-

tinuance of navigation, there are regular lines of steam-boats between here and Whitehall, and between here and Rouse's Point, besides numerous arrivals and departures of irregular boats, sloops, &c. There are four extensive wharves with storehouses, and two extensive freight depots on the lake shore, with passenger depots near the lake, and one near the center of the village. A *breakwater* has been built in front of the wharves for the protection of shipping. Opposite to Burlington the width of the lake is $9\frac{3}{4}$ miles, and the soundings taken at eight different places along the line, vary from 50 to about 300 feet.

The buildings of the University of Vermont are delightfully situated at the eastern extremity of the village, at an elevation of 277 feet above the level of the lake. The prospect from the dome of the principal edifice is, at some seasons of the year one of unrivaled beauty, and well repays the toil of the ascent. Here is spread out, as upon a map before the eye, the busy village—the lake, stretching from south to north, with its bays and islands, its steam-boats and other water craft—the Winooski river, dashing through dark and frightful chasms, and then winding gently through the beautiful meadows at the north—and, more remote, the woods and farms, and smiling villages ; and, to complete the picture, the east and west are bounded by a grand and varied outline of mountains, many of whose summits mingle with the clouds. Population of the town about 800.

At the lake shore near the Vt. Central Railroad grounds is located the Pioneer Mechanics Shop—a building 400 feet long by 50 feet wide, in which are several large manufac-

turing establishments, driven by steam power. The Burlington Gas Works supply the town with Gas.

WINOOSKI VILLAGE is situated at the Lower Falls in the Winooski river, and 2 miles from the steamboat landing in Burlington. Here is abundant and excellent water power which has hitherto been only partially improved. At this place is an extensive woolen factory, a cotton factory, flouring mill, and several other factories and mills. A large block factory, satinet factory, and several mills have been destroyed by fire, which have not yet been rebuilt. Population about 2000.

From Burlington to Port Kent, 10 miles, the course is a little north of west. Juniper Island and the Four Brothers lie at the left, and on the right, first Lone-rock or Sharpshin Point, near which may be seen the residence of the Rt. Rev. J. H. Hopkins, and a little further along, Appletree Point, and still farther and more remote, Colchester Point. Winooski river enters the lake between the two last. Just before reaching Port Kent, a considerable island is passed lying on the left, called *Schuyler's Island*. The French called it *Isle au Chapon*. The Point of the main land lying between this island and Port Kent, is called *Point Trembleau*.

PORT KENT is a pleasant little village which owes its origin to the late Elkanah Watson, Esq. and has grown up within a few years. It has a convenient dock from which is shipped the greater part of the immense quantity of iron manufactured in this section of the country. On the Au Sable river which runs through a region abounding in iron

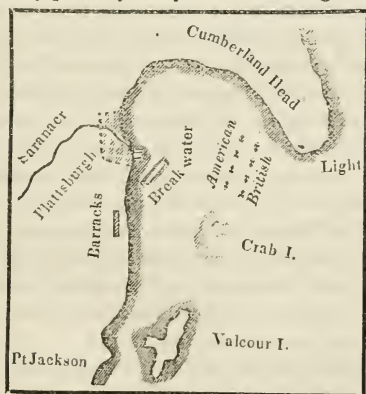
ore, and empties into the lake a little north of this port, are the flourishing manufacturing villages of Ausable Forks, Clintonville, Keeseville, and Birmingham. On this river are many interesting falls. Those at Birmingham, 2 miles from Port Kent, and the *Ausable Chasm* below, through which the river passes, are well worthy the notice of the curious traveler. From Port Kent to the Ausable Forks there is a plank road about 20 miles in length.

From Port Kent to Plattsburgh the course is along the western shore of the lake.

PORT JACKSON, the only intermediate landing place, is nearly west of the south end of *Valcour Island*, noted for a severe naval conflict, on the 11th of October 1776, between the American flotilla under General Arnold, and the British under Capt. Prindle. The battle was fought a little north of Port Jackson. Five or six miles nearly east from Port Jackson was the scene of the conflagration of the steamer *Phoenix* on the morning of the 5th of September, 1819. Previous to the settlement of Port Kent the steamboats proceeded directly from Burlington to Plattsburgh, along the west shore of Grand Isle, as a part of them do at present. On the morning of the accident, the *Phoenix* left Burlington about one o'clock, against a strong north wind. About 3 o'clock, while off nearly west of the south end of Grand Isle, the boat was discovered to be on fire, and all efforts to extinguish it were unavailing. There were at this time 44 persons on board, 31 of whom entered the small boats, and succeeded with considerable difficulty in reaching a small island about a mile to the windward, called Providence Island. The remaining 13

were soon obliged to commit themselves to the water upon bits of plank and such other things as were within their reach. The small boats returned just after daylight and succeeded in saving 6 of those who had managed to keep themselves afloat. The remaining 7 were drowned. The wreck drifted southward and lodged on a reef extending from Colchester Point. This is the only accident worthy of notice which has occurred during 45 years of steam navigation on this lake.

PLATTSBURGH is a flourishing village pleasantly situated on both sides of the river Saranac. It has 4 churches and about 3000 inhabitants. There are falls in the river here of about 40 feet, affording a large amount of water power. On these there are several manufacturing establishments, but they are only partially occupied. Plattsburgh is connected



by railroad with Montreal and with the Rouse's Point and Ogdensburgh road. Plattsburgh is a military post of the United States, and a little south of the village, near the lake shore, the government has erected extensive stone barracks, and a permanent breakwater for the protection of the harbor. During the last war with Great Britain this place was the scene of an important engagement, both on land and water.

Battle of Plattsburgh.—On the 1st of September, 1814, Gen. Prevost entered the United States at the head of 14,000 men, and advanced towards Plattsburgh, which was then garrisoned by only one brigade, commanded by Gen. Macomb. Prevost's advance was slow and cautious, and in the mean time every effort was made by Macomb to call in the neighboring militia. On the 7th, Prevost appeared before Plattsburgh, and till the 11th, awaited the arrival of the British flotilla, being employed in the mean time in erecting batteries. The American flotilla, commanded by Commodore Macdonough, and consisting of the *Saratoga*, of 26 guns, the *Eagle*, of 20, the *Ticonderoga*, of 17, the *Preble* of 7, and ten gun boats, carrying 16 guns, and carrying in the whole 820 men, was then lying in Plattsburgh bay. The British naval force at this time consisted of a frigate of 39 guns, the *Linnet* of 16, two sloops of 11 each, and 13 gun boats carrying 18 guns, with 1050 men, and commanded by Commodore Downie. The American ships were anchored in a line extending in a direction nearly north from *Crab Island*. In the morning of the 11th of September, the British flotilla came around *Cumberland Head*, and, about 9 o'clock anchored in a line

parallel to the American, and about 300 yards distant. In this situation, the whole force on both sides became engaged, and after a severe conflict of 2 hours and 20 minutes, the engagement was terminated by the surrender of the whole British flotilla, with the exception of a few gunboats which effected their escape. The British loss was 84 killed, among whom were Commodore Downie and two Lieutenants. The American was 52 killed and 58 wounded.—Among the former were Lieutenants Gamble and Stansbury.

The commencement of the naval action seemed to be the signal for a general assault by land. The enemy opened their batteries upon the American works and the same time attempted to cross the Saranac and gain their rear. The Americans kept up a destructive fire from their forts and met the enemy at every point with most determined bravery. As soon as it was known that their fleet had surrendered, the enemy relinquished all their hopes, and began making arrangements for a retreat ; and before the next morning they had retired so precipitately as to leave behind their wounded, and large quantities of provisions and military stores.

The officers who fell on both sides in these engagements, were all buried near together in the public cemetery at Plattsburgh, and the Clinton County Military Association celebrated the anniversary of the battle in 1843, by placing over them marble monuments with appropriate inscriptions.

CUMBERLAND HEAD extends three miles into the lake on the north side of Plattsburgh or Cumberland Bay. On

this point is a light house, and the farm presented to Com. Macdonough by the Legislature of Vermont. It lies in full view of the scene of his memorable victory on the 11th of September, 1814. On Charlevoix's map of 1744 this point is called *Cap Scoumounon*. Cumberland Head is connected by a ferry with Grand Island.

GRAND ISLAND, or SOUTH HERO, is the largest island in the lake and belongs to Vermont. It has an excellent soil, and is connected with Cumberland Head on the west by a ferry and with the main shore on the east by a bridge nearly 2 miles long, called the Sand-bar Bridge.

NORTH HERO is another large island lying north of the above. It constitutes a township of the same name, and belongs to Vermont. The steamboats from Burlington and Plattsburgh to St. Albans, pass between these islands.

ISLE LA MOTTE also belongs to Vermont ; contains 4620 acres, and constitutes a township of the same name. Its rocks are lime, from which is quarried a fine black and gray marble.

ALBURGH, lying still further north, is a township formed by a point of land extending southward between the lake and Missisco Bay. It is connected with Canada along the 45th parallel of latitude. In this town is a medicinal spring which is a place of considerable resort for invalids. In *Highgate*, lying east of the bay, is another medicinal spring of quite equal celebrity.

The Northern Vermont Railroad terminates on the west shore of Alburgh, opposite to the termination of the Ogdensburgh Railroad at Rouse's Point, and the two terminations are connected by a bridge.

MISSISCO BAY is a large body of water extending into

Canada, on the east side of which is the village of Phillipsburgh.

CHAZY LANDING is 16 miles north of Plattsburgh.

ROUSE'S POINT is 9 miles north of Chazy, in the township of Champlain, and about one mile from the United States line. Here is a convenient steamboat landing, and the connexion of the Northern Vermont, the Champlain and St. Lawrence and the Ogdensburgh Railroads. Nearly opposite on the west part of Alburgh, is *Windmill Point*. This point takes its name from a windmill built here by the French while they had possession of the lake.

United States Line.—This line was fixed in 1842, by treaty negotiated by Lord Ashburnham and Mr. Webster, on the old line formerly supposed to be the 45th parallel of latitude. Immediately after the close of the last war the United States government commenced building a fort on a low point to the northward of Rouse's Point landing which should completely command the passage up the lake. By the survey of this line in 1818, it was found that this point was north of the 45th parallel and the work was consequently abandoned ; but by the late treaty the fort was secured to the United States, and the work has recently been resumed. An opening through the woods like a road, on the east side of the lake, and about 200 rods north of the fort marks the place of the *Line* as now established.

ASH ISLAND, lying 3 or 4 miles north of the Line is sometimes regarded as the termination of the lake towards the north, and the commencement of the Richelieu or Sorel which forms its outlet.

La Colle lying on the west side was a British military post during the last war with Great Britain, and is noted on account of an unsuccessful attack made by the Americans upon the enemy sheltered in the stone mills at this place on the 29th of March, 1814.

ISLE AUX NOIX is the frontier military post of the British. It is strongly fortified and garrisoned and completely commands the passage of the lake or river. The Americans took possession of this island in 1775 and retained it till they retreated from Canada the next year. It was afterwards the principal scene of the negotiations between the British officers and the agents of the leading men in Vermont, by which a large British army was kept inactive during the last three years of the revolutionary war.

ST. JOHNS is the termination of the steamboat navigation of the lake in this direction, being checked by the Chambly rapids. The village of St. Johns contains about 2000 inhabitants. It is a military post, and extensive barracks have been erected here since the late rebellion, which are pleasantly situated and occupied by a few British troops. It was the scene of some military operation during the revolution. It sustained a siege of six weeks before it surrendered to Gen. Montgomery in Nov. 1775. St. Johns is a port of entry with a custom house.

Chambly Canal is 12 miles long, connecting the navigable waters above with those below Chambly rapids, and extending from St. Johns to Chambly. There are 9 locks, 120 feet long and 24 wide, each with a lift of 10 feet, making 90 feet in the whole. It was built by the British government, finished in 1843, and cost about \$400,000.—

This canal completed an uninterrupted water communication between Quebec and New York.

MONTREAL, the largest city in Canada, contains 40,000 inhabitants. This city presents a strong contrast to cities of the United States, and in its population, buildings, streets and customs, resembles the cities of the old world, and hence it is an object of particular interest to the American traveller. On approaching, the object which first attracts attention, is the huge Roman Catholic Cathedral whose towers rise so majestically above the surrounding buildings. On a nearer approach the city and its environs are seen to great advantage. The river here is about 3 miles wide and opposite the city lies the beautiful island of St. Helena, which is strongly fortified and garrisoned. The new wharves at which the landings are made, extend more than a mile along the river. They are built of hammered stone in the most substantial manner, and are said to exceed any thing of the kind in America. The objects of interest to the traveller in and about Montreal are too numerous to be particularized here, but a ride to the mountain in the rear of the city should not be dispensed with by any who have the least taste for the picturesque and beautiful. Between this city and Quebec, 180 miles below, is a regular daily line of steamboats during the continuance of navigation. This city is connected directly with Portland, Me., by the St. Lawrence and Atlantic Railroad.

WILLIAM HENRY, or SOREL, is 45 miles below Montreal, and situated at the junction of the outlet of Lake Champlain with the St. Lawrence, or rather with the upper end

of Lake St. Peters, which is an expansion of that river, 25 miles long and 9 broad. On the way from Montreal to Wm. Henry are passed the villages of Longeuil, Vercheres, Varennes, and several others.

PORT-ST. FRANCIS is the principal landing place between Wm. Henry and Three Rivers. It owes its existence chiefly to the efforts of the British American Land Company. Passengers bound to the Eastern Townships are landed here and proceed up the river St. Francis by stage.

THREE RIVERS, situated nearly midway between Montreal and Quebec, is the largest town between those cities. It lies at the junction of the river St. Maurice with the St. Lawrence. In the mouth of the St. Maurice are two small islands, which divide the stream into three parts, and which appear, from the St. Lawrence, like the mouths of *three rivers*, and hence the name.

RICHELIEU RAPIDS are half way from Three Rivers to Quebec. The St. Lawrence is here about two miles wide with a rocky shore, and the rapids extend about 9 miles. Steamboats pass these rapids without difficulty or danger, but other vessels can ascend them only by taking advantage of the tide, or by being towed up by steam boats.

Sillery Cove, noted for the last battle between the English and French, which completed the conquest of Canada in 1759, and *Wolfe's Cove* where Wolfe landed and drew his cannon up the precipice, are passed just before reaching Quebec, as is also *Cape Diamond*, at the base of which the gallant Montgomery was killed on the 31st of December, 1775.

Between Montreal and Quebec there are regular lines of Steamboats, generally well fitted with State Rooms and Cabins. Travellers will find them at all times in good order, with intelligent and obliging Captains, and Clerks and Stewards that understand and perform their several duties. The Captains and Pilots are men of experience; and in no part of the world have fewer accidents occurred to Steamboats than on this River. No other place on the American Continent furnishes more objects of interest to the traveler than Montreal and Quebec.

QUEBEC is the most interesting place on the continent for an American to visit. Here may be seen the citadel, 350 feet above the River, resembling the old castles of Europe in feudal times, with a town built and fortified in the manner of the most strongly fortified towns of Europe in the fifteenth century. It was here that one of the earliest settlements in North America was commenced by Champlain in 1608, and most of the stone houses built during the first 150 years after its settlement are still standing in the upper town, many of them *bomb proof*. For five miles before reaching Quebec, a succession of Coves are passed, filled with all sorts of lumber, with vessels loading for Europe and other places; and as the traveler approaches the city he passes Cape Diamond, rising about 350 feet from the water. The city is divided into the upper and lower town, the former enclosed by a wall with five gates, and about 200 feet above the latter. The lower town is much of it built on land gained by excavation and building wharves into the river. Travelers will find carriages to convey them by a winding road to the upper town, where they will find all the accommodations they may de-

sire. Fresh salmon may at all times during the summer be here found in abundance.

The places of interest to be seen in and near Quebec are too numerous to be described in this place. A steamboat makes occasional trips to the River Saguenay, 140 miles below, and intermediate places.

MANSFIELD MOUNTAIN AND CAMEL'S HUMP.

These Mountains all belong to the Green Mountain Range, and are in full view from the Vt. University in Burlington, and about 26 miles distant, the former bearing a little to the north, and the latter a little to the south of east. The Mansfield Mountains consist of several summits, whose outlines, seen from a distance, both on the eastern and western side, bear no slight resemblance to the profile of a human face, looking upward, in which the forehead, nose, lips and chin are, at once recognized. The Chin is the most northern of these summits and is the highest point of the Green Mountains. The following are the measurements of the Mansfield summits and of Camel's Hump above the ocean.

Chin,	.	.	.	4348 feet
Nose,	.	.	.	4044 "
Forehead,	.	.	.	3882 "
Camel's Hump,	.	.	.	4083 "

The prospect from the Chin is exceedingly fine. On the west the whole valley of Lake Champlain appears spread out as a Map, bounded by the lofty and picturesque Adirondacks on the south-west, and opening in the north-west

into the valley of the St. Lawrence to the city of Montreal. On the east the view is limited only by the White Mountains of New Hampshire.

The view from Camel's Hump is very similar, and but little inferior to that from the Chin. Both well repay the toil of ascent. The rocks constituting all of these mountain-summits is coarse talcose slate, filled with seams of white and glassy quartz. From Burlington the easiest way of visiting these mountains, is to proceed first by the Vermont Central Railroad to Waterbury, 28 miles. This route is along Winooski river, and the principal objects along it are

WINOOSKI VILLAGE 2 miles from Burlington, where there is excellent water power, a woollen, cotton, and flouring mills, and some other factories. Village contains about 2000 inhabitants.

The Chasm and High Bridge and Penniman & Catlin's extensive lime-kilns, are one mile further along.

ESSEX JUNCTION is six miles from Burlington. Here the Northern Vermont Railroad to Rouse's Point connects with the Vt. Central.

RICHMOND is 15 miles from Burlington—a pleasant little village surrounded by a fine farming township. Two miles before reaching this village the Railroad crosses the farm on which His Excellency Thos. Chittenden, first Governor of Vermont, commenced improvement before the revolution. The venerable brick mansion, erected by him in 1794, and in which he died in 1797, may be seen, in passing, on an elevation at the right.

JONESVILLE 3 miles from Richmond, and Bolton 4 miles

further, are small way stations and the only ones before reaching Waterbury.

The *Natural Bridge* 4 miles from Waterbury is an interesting curiosity. The chasm, in which it is situated may be seen on the left from the cars.

If the traveller chooses to visit Camel's Hump, horses and carriages may be procured at Waterbury with which he may proceed $5\frac{1}{2}$ miles over a tolerable road. The remaining $2\frac{1}{2}$ miles is passed on foot, but only a small part of this is steep and difficult.

To visit the Mansfield Mountains it is best to proceed from Waterbury to Stowe by stage, 10 miles over a good plank road. From the latter place the distance to the top of the Mountain is about 7 miles, a large part of which is a good carriage road, and the remainder a comfortable bridle path.

WILLOUGHBY LAKE.

This lake, which has become a favorite place of resort for pleasure parties in the summer, is in the township of Westmore, Orleans County, Vermont. It is $5\frac{1}{2}$ miles long, and from half a mile to $1\frac{1}{2}$ mile wide. Its south end lies in a chasm between two granite mountains, the sides of which, facing each other, are nearly perpendicular, and about half a mile asunder. That on the east side is called *Pisgah*, and that on the west *Hor*. These names were given to the two summits long before there was any settlement in that part of the county, and there is no good reason why the former name should be supplanted by that of *Ananance*, which some are endeavoring to substitute for

it. The surface of Willoughby Lake is 1161 feet above the ocean, and the summit of Pisgah 1586 feet above the lake, or 2747 feet above the ocean. The bed of the lake is, for the most part, a clean white sand and pebbles, and the water clear and pure. The coldness and purity of the water, the salubrity of the air, and above all, the wild grandeur and beauty of the scenery, (and I must add, the savory longe,) render it one of the most inviting summer retreats from the dust and heat and turmoil of city and village, any where to be found. Three years ago that lake was hardly accessible, on either side. Now a good road passes along the whole length of the eastern shore, and at the south end a spacious public house, called the Lake House, has been erected for the accommodation of travellers and visitors, where stages arrive and depart daily, evening and morning, in both directions. The site of the Lake House is 122 feet above the lake. The *Natural Flower Garden*, so interesting to the Botanist, is situated on a sloping surface, in the western declivity of Pisgah, 583 feet above the Lake. The ascent to the garden is somewhat difficult, but that from the Lake House to the summit of Mt. Pisgah is quite easy, and the view from it exceedingly fine. Willoughby Lake and the adjacent mountains, from a point three miles to the northward, form one of the finest views found any where in New England.

From Burlington there are three principal routes to Willoughby Lake. The most direct is by way of Johnson, Craftsbury and Irasburgh, mostly by stage. Another route is by the Vt. Central Railroad to White River Junc-

tion ; thence by the Passumpsic Railroad to St. Johnsbury, and then by stage to the lake. Another route is by way of Montreal and Sherbrooke to Island Pond, [page 43] then by stage 11 miles to Willoughby Lake.

WHITE MOUNTAINS.

The White Mountains are situated in the northern part of New Hampshire and have become objects of the highest interest to the traveller. They extend 8 miles northward from what is called the *Notch*, and consist of 7 naked summits or peaks, surrounded at their base by dense forests. The heights of these several peaks are as follows :

Mount Washington,	6226 feet.
Mount Adams,	5759 “
Mount Jefferson,	5657 “
Mount Madison,	5415 “
Mount Monroe,	5349 “
Mount Franklin,	4850 “
Mount Pleasant,	4715 “

All these summits except the first exhibit proofs of diluvial, or glacial action. The highest part of Mount Washington consists wholly of angular fragments.

These mountains may be approached from several directions. From Burlington, the traveler, after visiting the Mansfield Mountains, as already described, may proceed from Waterbury to Montpelier. This is a compact and pleasant village, and contains some fine buildings. The State House is one of the best in the United States.

Northfield, 10 miles from Montpelier, is the next station, and contains a large depot.

In Roxbury, seven miles from Northfield the road crosses the serpentine range from which the verd antique marble is obtained of excellent quality.

The principal villages on the way to White River Junction are West Randolph, Bethel, Royalton and White River village. From White River Junction, the Vt. Central Railroad continues south to Windsor, the Northern Railroad proceeds to Boston by way of Concord and Lowell, and the Passumpsic road northward to St. Johnsbury. Proceeding northward, the traveller passes through Norwich, four miles from the Junction.

Norwich is a pleasant village, and the seat of the Norwich University, which is only one mile from Dartmouth College in New Hampshire.

Newbury, 36 miles from the Junction, is situated on one of the finest and most extensive meadows on the Connecticut. Here is a spring impregnated with sulphuretted hydrogen which is much visited by invalids.

Wells River, 4 miles further along, is the place where passengers usually cross the Connecticut and proceed by stage to the mountains. There are two lines to the White Mountains, one by the way of Littleton, 38 miles, and the other by way of Franconia Notch, (23 miles to Flume House) 49 miles. The more interesting scenery on the Franconia route more than compensates for the greater distance.

If the traveller wishes to take Willoughby Lake in his way, he can proceed from Wells River to St. Johnsbury by Railroad, and thence through Lyndon by stage to the lake. From Willoughby Lake he can proceed by stage to Island

Pond, and thence by the Atlantic and St. Lawrence Railroad to Gorham. From Gorham Station to Bellows Farm the distance is 6 miles over a good carriage road, and from Bellows Farm the distance is $4\frac{1}{2}$ miles to the summit of Mount Washington, up which there is a good bridle path. Saddle horses and ponies trained to the ascent, and experienced guides may at all times be found in waiting at the Bellows Farm. This is regarded as the most feasible route to the summit of Mount Washington, while the ascent from the other directions, particularly that of the Notch, have the advantage of carrying the traveller over several of the other most important summits.

DISTANCES BETWEEN BURLINGTON AND MONTREAL, BY RAIL ROAD.

	B. to M.		M. to B.			B. to M.		M. to B.	
Burlington	0	0	6	101	Swanton	9	39	8	62
Essex Junc.	6	6	5	95	Alburgh	8	47	6	54
Colchester	5	11	5	90	Rouse's Pt.	6	53	24	48
Milton	5	16	5	85	St. Johns	24	77	24	24
Georgia	5	21	9	80	Montreal	24	101	0	0
St Albans	9	30	9	71					

DISTANCES BETWEEN BURLINGTON AND OGDENSBURGH, BY RAIL ROAD.

	B. to O.		O. to B.			B. to O.		O. to B.	
Burlington	0	0	53	171	Bangor	6	116	8	55
Rouse's Pt.	53	53	4	118	Moirs	8	124	6	47
Champlain	4	57	8	114	Lawrence	6	130	5	41
Moore's	8	65	11	106	Stockholm	5	135	11	36
Chazy	11	76	14	95	Pot-dam	11	146	8	25
Summit	14	90	8	81	Madrid	8	154	8	17
Chateaugay	8	98	4	73	Lisbon	8	162	9	9
Burke	4	102	8	69	Ogdensburgh	9	171	0	0
Malone	8	110	6	61					

DISTANCES BETWEEN MONTREAL AND QUEBEC, BY STEAMBOAT.

	M. to Q.		Q. to M.			M. to Q.		Q. to M.	
Montreal	0	0	15	180	St. Anne	25	115	20	65
Varenes	15	15	30	165	Rich. Rapids	20	135	15	45
Wm. Henry	30	45	38	135	Cape Loue	15	150	22	30
Pt St. Fran.	38	83	7	97	Cape Rouge	22	172	8	8
Three Rivers	7	90	25	90	Quebec	8	180	0	0

DISTANCES BETWEEN BURLINGTON AND BOSTON BY RAIL ROAD.

By way of Rutland.

	B. to B.		B. to B.			B. to B.		B. to B.	
Burlington	0	0	6	231	Mount Holly	4	80	8	151
Shelburne	6	6	4	225	Ludlow	8	88	4	143
Charlotte	4	10	8	221	Cavendish	4	92	6	139
Ferrisburgh	8	18	3	213	Chester	6	98	4	133
Vergennes	3	21	6	210	Bartonsville	4	102	10	129
New Haven	6	27	6	204	Rockingham	10	112	4	119
Middlebury	6	33	8	198	Bellows Falls	4	116	22	115
Salisbury	8	41	9	190	Keene	22	138	43	93
Brandon	9	50	8	181	Fitchburgh	43	181	50	50
Pittsford	8	58	8	173	Boston	50	231	0	0
Rutland	8	66	6	165					
Clarendon	6	72	4	159	The greatest elevation in the Rutland and Burlington Rail-road is 1415 feet at Mt. Holly Summit.				
Cuttingsville	4	76	4	155					

DISTANCES BETWEEN WHITE RIVER JUNCTION AND WILLOUGHBY LAKE.

By Rail Road.

	J. to W.		W. to J.			J. to W.		W. to J.	
W Riv. June.	0	0	4	85	Ryegate	5	45	6	40
Norwich	4	4	11	81	Barnet	6	51	10	34
Thetford	11	15	7	70	St. Johns'ry	10	61	6	24
Fairlee	7	22	7	63	<i>By Stage.</i>				
Bradford	7	29	7	56	Lyndon	6	67	18	18
Newbury	7	36	4	49	Willoughby	18	85	0	0
Wells River	4	40	5	45					

DISTANCES BETWEEN BURLINGTON AND MONTREAL BY STEAMBOAT AND
PLATTSBURGH RAIL ROAD.

	B. to M.		M. to B.			B. to M.		M. to B.	
Burlington	0	0	10	89	Hemmingford	5	53	6	36
Port Kent	10	10	9	79	Sherrington	6	59	9	30
Port Jackson	9	19	8	70	St. Remi	9	68	6	21
Plattsburgh	8	27	5	62	Isadore	6	74	5	15
Beekmantown	5	32	5	57	Caughnawaga	5	79	2	10
W. Chazy	5	37	5	52	Lachine	2	81	8	8
Sciota	5	42	6	47	Montreal	8	89	0	0
Moore's June.	6	48	5	41					

By Boat and Champ. & St. Law. Rail Road.

Burlington	0	0	27	100	Rouse's Pt.	9	52	24	48
Plattsburgh	27	27	13	73	St Johns	24	76	24	24
Isle la Mott	13	40	3	60	Montreal	24	100	0	0
Chazy	3	43	9	57					

DISTANCES BETWEEN BURLINGTON AND WHITEHALL BY STEAMBOAT.

	B. to W.		W. to B.			B. to W.		W. to B.	
Burlington	0	0	14	82	Chimney Pt.	2	41	6	41
Essex	14	14	4	68	Bridport	6	47	9	35
Split Rock	4	18	6	64	Shoreham	9	56	2	26
Basin Harbor	6	24	4	58	Ticonderoga	2	58	4	24
Westport	4	28	2	54	Orwell	4	62	7	20
Barbers Pt.	2	30	9	52	Benson	7	69	13	13
Port Henry	9	39	2	43	Whitehall	13	82	0	0

DISTANCES BETWEEN BURLINGTON AND BOSTON BY RAIL ROAD.

By way of Montpelier.

	B. to B.	B. to B.		B. to B.	B. to B.
Burlington	0 0	2 252	N. Hartland	6 108	4 144
Winooski	2 2	4 250	Hartland	4 112	4 140
Essex	4 6	7 246	Windsor	4 116	8 136
Richmond	7 13	6 239	Claremont	8 124	9 128
Bolton	6 19	7 233	Charlestown	9 123	4 119
Waterbury	7 26	6 226	Bellows Falls	4 137	115 115
Middlesex	6 32	6 220	Boston	115 252	0 0
Montpelier	6 38	10 214	<i>By way of Concord.</i>		
Northfield	10 48	7 204	Burlington	0 0	102 244
Roxbury	7 55	8 197	W R June.	102 102	10 142
Braintree	8 63	6 189	Enfield	10 112	15 132
Randolph	6 69	7 183	Grafton	15 127	25 117
Bethel	7 76	4 176	Franklin	15 152	19 92
N. Royalton	4 80	1 172	Concord	19 171	48 73
Royalton	1 81	2 171	Lowell	48 219	25 25
S Royalton	2 83	5 169	Boston	25 244	0 0
Sharon	5 88	6 164	The greatest elevation in the Vt. Central Rail Road is 997 feet above the Ocean in Roxbury.		
West Hartford	6 94	8 158			
W Riv. June.	8 102	6 150			

DISTANCES BETWEEN BURLINGTON AND PORTLAND BY WAY OF MONTREAL, BY RAIL ROAD.

	B. to P.	P. to B.		B. to P.	P. to B.
Burlington	0 0	101 393	Coaticook	7 219	25 174
Montreal	101 101	12 292	Island Pond	25 244	9 149
Boucherville	12 113	7 280	Wenlock	9 253	6 140
St. Hilare	7 120	13 273	N. Stratford	6 259	12 134
St. Hyacinth	13 133	13 260	N'th'mb'l'd	12 271	19 122
Upton	13 146	6 247	Milan	19 290	12 103
Acton	6 152	8 241	Gorham	12 302	11 91
Durham	8 160	15 233	Gilead	11 313	10 80
Richmond	15 175	10 218	Bethel	10 323	30 70
Windsor	10 185	14 208	Oxford	30 353	12 40
Sherbrooke	14 199	2 194	Danv. June.	12 365	17 28
Lennoxville	2 201	11 192	Yarmouth	17 382	11 11
Compton	11 212	7 181	Portland	11 393	0 0

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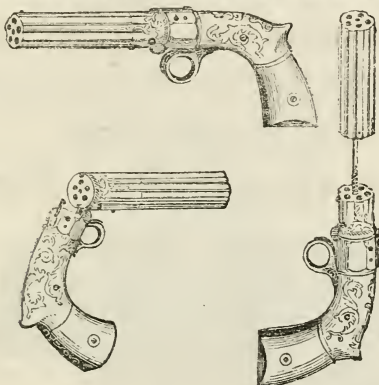


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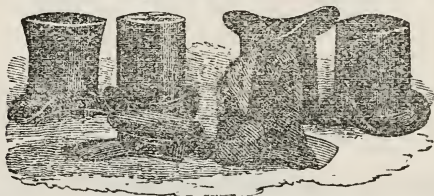
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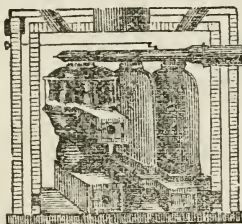
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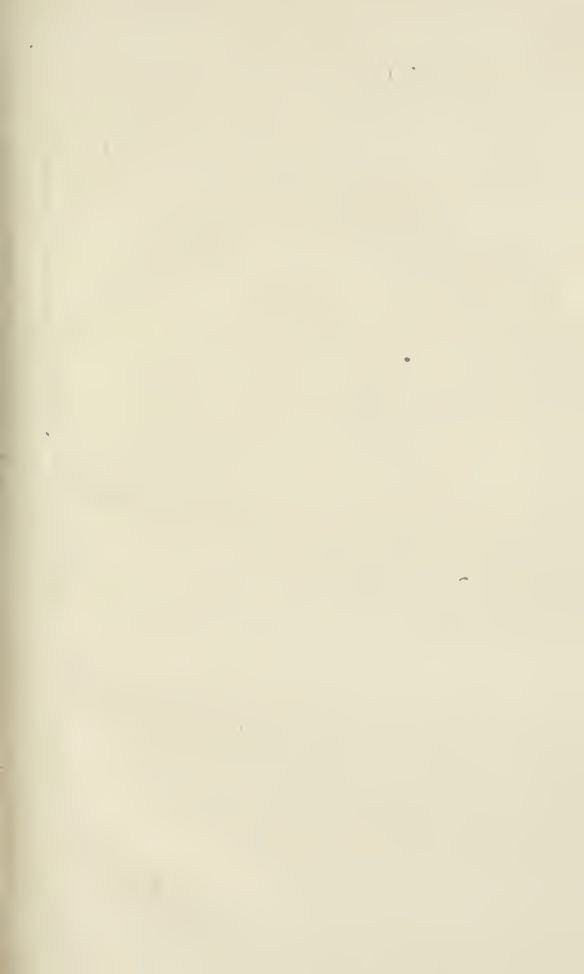
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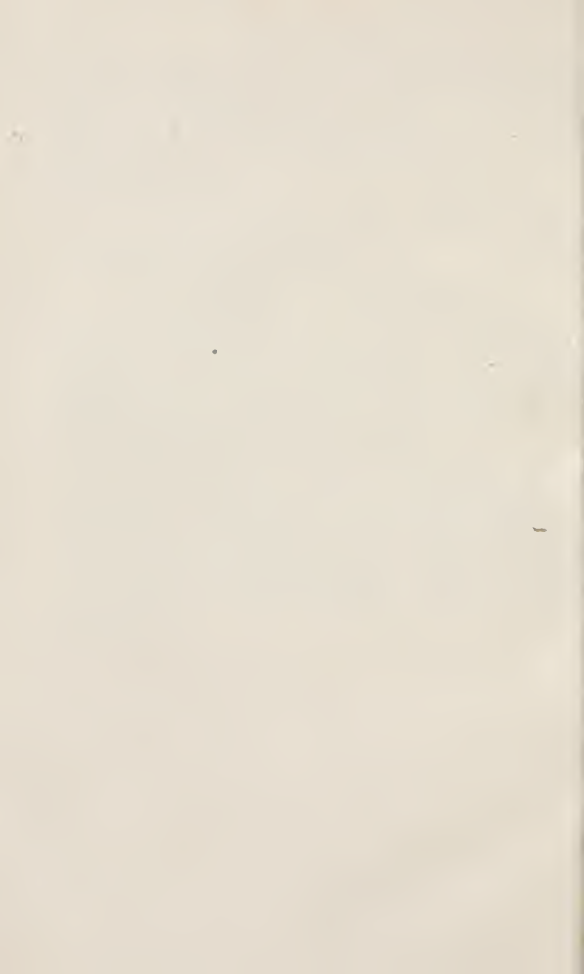
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